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VOL. XCII., NO. 57.

VICTORIA DAILY COLONIST, TUESDAY, AUGUST 16, 1904.

FORTY-SIXTH YEAR.

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Paint your roof with fire-proof paint and be safe
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Patronize Home Industry!
We manufacture the following lines at our mills, and when you order "B. & K." Brands, you are sure of getting goods fresh from the mill:
ROLLED OATS, Oatmeal, Graham Flour, Corn Meal, Self-Rising Baking Flour, Spilt Peas, WHEAT FLAKES, Cracked Wheat, Whole Wheat Flour, Buckwheat Flour, Rye Flour, Pearl Barley, Brands.

THE BRACKMAN-KER MILLING CO., LTD.



GLACIS OF ONE OF THE FORTS AT PORT ARTHUR.

JAPANESE CAPTURE THREE RUSSIAN BATTERIES

Berlin, Aug. 15.—A despatch to the Lokale Anzeiger from Tokio, dated today, confirms the reports that heavy fighting has occurred at Port Arthur during the past few days. The Japanese captured three Russian batteries and secured good positions close to the inner fortifications. Both sides lost heavily. The Japanese have commenced a bombardment from Lang mountain on the harbor and inner defences.

Neutrality is Knotty Question British Cabinet Consider China's Position at Meeting Yesterday.	King's Speech at The Prorogation British Houses of Parliament Reach Recess at Session Yesterday.	Lady Lotbiniere Passes Away Wife of Sir Henri Joly Died Last Night at the Government House.	Many Jews are Killed in Riots Reports From Russia Allege Two Outbreaks Occurred Recently.
Russia's Naval Power Being Broken Attacks on Neutrals are Not Feared. London, Aug. 15.—The final cabinet council of the parliamentary session was held today at the foreign office, and gave particular attention to the question of the neutrality of China and British action on the Russian reply to the Knight Commander's representations. After the council closed the emphatic statement was made that Great Britain feels it was absolutely essential to her own interests and those of the entire world that the neutrality of China should be observed by the two belligerents and Great Britain will make earnest efforts to secure this result. In the Knight Commander case the British government will instruct Ambassador Hurdwood that it will insist that there was no justification in international law for sinking the steamer. The British note will be couched in the most conciliatory tones, and it is fully expected in cabinet circles that the question will be adjusted by Russia paying an adequate indemnity. While dissatisfied with the failure of Russia to recognize in principle that she had no right to sink a neutral ship, even if carrying contraband, the British government feels it will gain little by pressing the point, especially as it regards the power of the Russian navy to harm merchantmen in the Far East as having practically disappeared. Therefore the government will accept an indemnity, which it will regard as an admission of the correctness of the position assumed by Foreign Secretary Lansdowne when the original demand for reparation was made. The neutrality of China presents a more knotty problem to the London authorities for the reason that they have to consider the fact upon their ally, "The disposition of the government is to go slow." In other words, while insisting that China shall continue neutral, the government will give Japan every opportunity to show, if possible, a justifiable reason for the action of the torpedo boat destroyers in capturing the Rye-sheh. Exchanges on the subject have occurred between Great Britain and Japan. At the Japanese legation a representative of the Associated Press was informed that the Tokio government had not received a decision in respect to the return of the Ryesheh to Chefoo. "The Russians opened fire on our men," it was added at the legation, "showing that the Ryesheh, if she had not been disarmed, might have attempted to leave Chefoo without regard for the promise made by her commander, and menace neutral shipping or carry despatches of great import. As the Russians took the offensive, our men had no other recourse than to capture the Ryesheh." At the Chinese legation it was said that the foreign office had just communicated the facts of the Ryesheh incident, but was discussing them directly with the diplomats stationed at the Chinese capital. The members of the legation express the hope that the United States will continue its efforts to induce the belligerents to observe China's neutrality.	Small Attendance of Members at the Formal Function. London, Aug. 15.—The King's speech proroguing parliament was brief. After mentioning his visits to the King of Denmark and the German Emperor, at which His Majesty said his reception in each case was most cordial, and the agreement between France and Great Britain, which he pointed out, will be advantageous to all concerned and materially strengthen the friendship uniting Great Britain and France, His Majesty added: "Hostilities, I regret to say, are still in progress between Russia and Japan. Upon the outbreak of the war, I issued a proclamation declaring my neutrality and enjoining all my people to a strict observance thereof. Important questions involving the treatment of neutral commerce in the hands of belligerents have arisen in connection with these operations. The issues involved, which are of the gravest moment to the trade of the Empire, will, I trust, be amicably settled without prejudice to the vast commercial interests of this country. My government will energetically support my subjects in the exercise of rights recognized by international law as belonging to neutrals." The King said the scheme for the reorganization of the Maceonian gendarmeries under foreign officers promised satisfactory results and expressed the hope that the introduction of the elective element into the legislative council of the Transvaal, which was a step in the direction of ultimate self-government, would meet the united support of all his subjects in that colony. In regard to Thibet, the King said that the arrival of the "political mission" at Lhasa, afforded him the greatest satisfaction and reflected credit on the officers and men of the small force. He hoped the conference at Lhasa would result in an arrangement of terms which would end the difficulties and friction on the northern frontier of the Indian Empire. After commenting on the satisfactory situation in Scandinavia and enumerating bills to which His Majesty had assented the speech concluded with the King's thanks to both houses of parliament. Parliament was formally prorogued at 6:05 p. m. After an admittedly barren session, marked by no less than seven fruitless attempts on the part of the opposition to turn out the government on votes of censure, parliament was prorogued this afternoon. No more than twenty-five members were present, including one member of the cabinet.	The Remains Will Be Taken to Quebec Tomorrow For Interment. Lady de Lotbiniere, wife of His Honor the Lieutenant-Governor, Sir Henri Joly de Lotbiniere, died last evening at Government House at 8 o'clock, after a lingering illness. The deceased lady passed quietly away without any apparent suffering, their being present during the last solemn moments Sir Henri, Mr. and Mrs. Edmund Joly and one or two other immediate relatives. Lady de Lotbiniere was born in the city of Quebec on July 25th, 1837, and was the daughter of Mr. Hammond. She was united in marriage to Sir Henri Joly in 1860, and the union was blessed with eleven children, of whom six survive. They are widely dispersed throughout the Empire, and more than one has gained distinguished honor in serving the Empire's cause. The late Lady de Lotbiniere was beloved for her many amiable qualities, both in the home and in society, where her loss will be severely felt. Sir Henri will leave Victoria tomorrow morning with Lady de Lotbiniere's remains for Quebec, where they will be interred. Everywhere last evening where the sad news was made known, expressions of the deepest sympathy with His Honor and the bereaved family were heard.	Twenty Killed in Massacre Last- ing All day and 100 Wounded. New York, Aug. 15.—The Tribune this morning says: "The Jewish Morning Journal will print today the following from its Warsaw (Russia) correspondent: On Sunday, July 31, in the city of Ostrovitz, government of Rodompa, a Jew was quarrelling with a gentile. The latter, who was an epileptic, fell during the encounter as a result of one of his epileptic fits. The Christian bystanders, however, raised the cry that the Jew had murdered their fellow citizen, and a mob of Christians, headed by a clergyman, induced a small Hebrew girl to embrace the Christian faith. The parents of the girl went to the church where their daughter was confirmed, accompanied by some of their Jewish friends, and demanded her release on the ground that the court decided that the girl was under age and could not act independently in such matters, and that consequently her parents had the right to interfere with her action. The clergyman, seeing that the Jews were determined to use force if necessary, called the mayor to his aid. The two incited the populace against the Jews and a fierce riot ensued. More than 100 Jews were severely wounded. The number of dead is unknown because the police withheld the facts. St. Petersburg, Aug. 15.—On investigation of the reports published in New York by a Jewish morning paper to the effect that twenty persons were killed July 31 in a religious riot at Ostrovitz, government of Rodompa, a riot in which a hundred Jews were wounded occurred July 30 at Potsevel, government of Sedlitz, elicited a statement to the effect that one person was killed and twenty wounded in a Jewish riot at Ostrovitz, and that a few persons were wounded in the province of Sedlitz. The disorder in the latter part of the country arose from a Jewess having been converted to orthodoxy. Svedets, Russian Poland, Aug. 15.—The anti-Jewish riots reported to have taken place in the Porechev district of Volodva on July 30th, turn out to be nothing more than a disturbance raised by Jews trying to kidnap a Jewess who had been christened by a Roman priest at Lublin.
Request From Governor of Trinidad for Protection to the British. London, Aug. 15.—In compliance with a request received from the governor of Trinidad the admiralty has instructed the British cruiser Tribune to proceed immediately to Venezuela waters to protect British subjects and interests. It is understood that the request from the government of Trinidad was based on reports showing that British employees of the Bernadine Asphalt Company were in danger in consequence of the attitude of the Venezuelan government. Under the instructions of Captain Spencer de Hossey, commanding the Tribune will act in conjunction with the British minister of Caracas, who is proceeding energetically in behalf of the British employees of the company.	ENGLISHMEN INTERESTED. Rate of Two Russian Cruisers Excites Attention of the British. London, Aug. 15.—Russia's recent naval disaster has a peculiar interest for Englishmen, as it was apprehension caused by the formidable power of the cruisers Rurik (2) and Rossia, of the Vladivostok squadron, which led the British to build the monster cruisers Terrible and Powerful. The Tokio correspondent of the Daily Telegraph sends a report that Port Arthur was again bottled up on the night of August 11, but there is nothing from other sources to confirm this report. According to the Daily Mail's Shanghai correspondent, the Japanese consul claims the cruiser Askold as a prize.	BALTIC FLEET TO SAIL IMMEDIATELY Cruiser Division Has Received Sailing Orders and Some Have Started. St. Petersburg, Aug. 15.—The cruiser division of the Baltic squadron has received sailing orders. Some of the vessels have already left Cronstadt and others, including the Olga, will leave in a few days. The division may go around the Cape of Good Hope, where it will meet colliers. The battleship division is awaiting the completion of the repairs to the Orel, and is not likely to start for a week or a fortnight.	STANDARD OIL DIVIDEND. New York, Aug. 15.—The Standard Oil Company has declared a dividend of \$5 a share. This is the third dividend this year, and is the same dividend declared for the corresponding time last year. The three dividends of this year aggregate 28 per cent, compared with 32 per cent of the firm's three dividends last year.

No Longer A Factor on Seas

Crippling of Two Fleets Deprives Russia of Claim as Naval Power.

Unfortunate Dash of Skrydloff to Join Comrades the Last Straw.

Great Anxiety In Tokio on Announcement of The Engagement.

Tokio, Aug. 15.—Russia is no longer a factor on the sea. The annihilation of her erstwhile formidable Port Arthur fleet has been followed by the crippling of her only other effective division, the Siberian squadron which for five months has terrorized shipping in the Sea of Japan and in the Pacific ocean.

In an effort to effect a junction with the Port Arthur fleet, which he had ordered to make a dash for the open sea, Admiral Skrydloff put to sea early last week with his three crack ships, which had time and again emerged from the net set by the Japanese.

Like a now retreating, as fast as his remaining crippled ships could carry him back to his northerly refuge, after having tested strength with the second Japanese naval squadron under the command of Vice Admiral Kamimura.

One of his vessels, the crack armored cruiser Rurik, of 11,000 tons, is at the bottom of the sea and the other two, the Gromoboi and the Rossia, are badly crippled, and it is believed here have lost fully half of their complement of men, and in the face of the victory, Admiral Kamimura reports to the naval department that his "loss is slight."

Sunday was a day of great anxiety in Tokio. Early in the morning it became known about the streets that important events were developing. Soon afterward a bulletin was posted outside the war office for the benefit of the newspaper correspondents here that a wireless despatch to the admiralty from the protected cruiser Takashiki stated that at last the Russian Vladivostok fleet had been trapped and that the anticipated naval battle was in full progress.

For hours this was all the information that could be secured. High officials of the government were seen time and again, but always returned the same answer: "We have no information regarding the outcome." Neither would they vouchsafe any facts as to the Japanese ships engaged or their numbers.

For a long time it was generally believed that Admiral Togo had followed up his earlier success off Port Arthur, and with his strong squadron of armor-clads had trapped the Russians. This report was not credited, owing to the statement on Friday last that the admiral had sailed southward on "serious business."

A council was held Sunday evening, which lasted for some time. Shortly after it was ended one of the members of the cabinet, who had been one of the fighting could soon be expected, a few minutes later it was announced that a sweeping victory over the Russian Siberian fleet had been gained by the Japanese second fleet, under the immediate command of Vice Admiral Kamimura, and that a brief statement would soon be made public.

Shortly afterward this was done, but it gave no details of the fighting, simply saying: "We encountered the enemy's Vladivostok fleet at 5 o'clock Sunday morning north of Tsuchima. We immediately engaged, the conflict which followed which the enemy fled northward. The enemy's armored cruiser Rurik was sunk by our fire, carrying down with her most of her crew. Our damage is slight. Will report casualties later."

While this report was meager, it satisfied the officials, who declared that the Gromoboi and Rossia, the two remaining vessels of the Vladivostok fleet, must be so badly battered that they will be compelled to remain in port for some time to come.

BRITISH CRUISER AT TANGIERS.
Tangiers, Morocco, Aug. 15.—The British cruiser Minerva arrived here today in connection with a case of Hammed Jaiya, the British subject arrested by order of the Sultan.

MORE FOREIGN CLAIMS.
Authorities Hold Conferences With British and U. S. Representatives.
Buenos Ayres, Aug. 15.—It is reported from Montevideo that secret conferences have been held between the Uruguayan minister of foreign affairs and the British and American ministers at the respective residences of the latter with reference to the claims of foreign residents arising out of the revolution. It is reported also that there will probably be diplomatic intervention to compel order.

RUSSIA UPBRAIDS CHINA.
Accused of Complicity in Chefoo Affair and Commodore Called a Coward.
Washington, Aug. 15.—Mr. Conger, the American minister at Peking, has cabled to the state department, under today's date, as follows: "The Russian minister has sent to the Chinese government a strong note, charging it with complicity in the Ryesheh affair, charging the Chinese government with cowardice or treason and demanding a full explanation, the restoration of the destroyer and severe punishment of the commodore. The Chinese government has demanded from the Japanese the restoration of the destroyer."

THE TURKISH SETTLEMENT.
In Spite of Influence of Palace Functionaries Americans Gain Rights.
Constantinople, Aug. 15.—After prolonged negotiations and considerable badgering on the part of Turks, a solution of the American school question has been arrived at. The matter which is the most important of the American schools the same treatment as that accorded to schools under the protection of other powers. A settlement of other matters affecting American interests in Turkey of secondary importance, has also been effected and Minister Lotbiniere has telegraphed to Rear Admiral Jewel in command of the United States squadron sent to Smyrna instructing him to salute the battleships on land and depart. The delay in the settlement is believed to be caused by intervention of the palace functionaries, whose policy in order to retain the Sultan's favor, consists of combatting the rights and privileges of foreign subjects.

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The Standard of Quality by which all other Beers are judged.

Highest in price, but leads in sales. 100,402,500 bottles sold in 1903.

"KING OF BOTTLED BEERS"

BUDWEISER is branded on the cork to guard against deception.

Anheuser-Busch Brewing Ass'n, St. Louis, U.S.A.

World's Fair Visitors will find the Anheuser-Busch Brewery the principal feature of the World's Fair City. All are welcome.

Orders Promptly Filled by

R. P. RITHE & CO., LTD., Wholesale Dealers, Victoria.

That Proposed Amalgamation Of the Island and Mainland Board of Underwriters Not Well Received.

The Fruit Trade of Victoria is Seriously Handicapped By Slothful Handling.

The Board of Trade has been very busy this month, although it is the vacation season. Although the new council have been for five weeks in harness, they have had seven important meetings, not the least of which was that of yesterday morning.

The following letter was read from Simon Leiser & Co.:

F. Elworthy, Esq., secretary Board of Trade, Victoria, B. C.

Dear Sir: I beg to bring before the Board of Trade a matter which requires the immediate attention of the board, and a matter which is of great importance to the city of Victoria.

The inspection of fruit for this port has been very unsatisfactory to the merchants of this city. A steamer arriving from San Francisco, the department of agriculture has only one man at this port to inspect the fruit, and it takes two days before the merchants of this port receive their fruit. The department should have at least three men to inspect the fruit on the arrival of the San Francisco steamer.

Another matter which the department of agriculture should attend to is the sorting of bad fruit from good fruit, which at the present moment is a great loss to importers. We will take for example a box of apples or peaches. If there are four bad apples or peaches in a box the same is condemned. Now it happens sometimes that there are four or five in a box affected and the balance is perfectly good. Now by the present method of inspection the entire box is condemned.

The fruit trade of the city of Victoria is going to be injured by the method adopted at the present moment. No city in the province should adopt such treatment as regards the inspection of fruit as the city of Victoria, and the Board of Trade cannot urge too strongly on the government to be fairly dealt with as regards the inspection of fruit for the port of Victoria, and instead of having one inspector have at least three inspectors and the majority shall rule as regards affected fruit. And I would suggest that you interview the government and urge them to have ample men at the outer wharf when the steamer arrives from San Francisco and at the same time let the government appoint a man that will take charge of the culling of the fruit, selecting the good from the bad and the bad from the good, and the government will be a great help to the people importing fruit.

The importation of fruit is a very large trade for Victoria, as this is the first port of call for steamers from San Francisco, and fruit is distributed over the province from Victoria, and the method adopted at present will, in the long run, ruin the entire fruit trade.

SIMON LEISER.

The council heartily endorsed the writer's views, that there should be no delay in inspecting fruit, recognizing the full importance of the speedy handling of perishable goods.

The communication was referred to the committee on agriculture, together with a request that the principal fruit dealers, who are authorized to bring the matter before the government as forcibly as possible.

A communication was read from the Agricultural Association, asking that a committee be appointed to investigate the charges of alleged boycott of the C. P. R. Sound steamers by the N. P. R. Company, reported having taken the matter up with the local agent, who had refused to communicate with headquarters on the point. Some time ago a Victorian buying a ticket for this port at Spokane, asked to have it read that he could take the C. P. R. boat at Seattle for Victoria, but was told that arrangements had been made with the Alaskan Steamship Company which should be adhered to.

A communication with regard to delay in mail matter was read from Mr. K. G. Peiser, representing W. J. Pendray & Co.

A committee was appointed to attend to the complaint, and the thanks of the

board were tendered to Mr. Peiser for having reported the matter.

Mr. Thomas Earle, M. P., wrote to acknowledge receipt of memorial re Puget Sound mails. "I waited upon the general," writes Mr. Earle, "and pressed the necessity of something being done in that direction. He promised to refer the matter to the inspector and if satisfactory would endeavor to carry out the wishes of the board."

The special committee appointed for the purpose, reported having interviewed Mr. A. T. Goward, manager of the British Columbia Electric Railway Company, the 3rd inst., with the object of ascertaining if it is possible to have the street car service improved for the handling of passengers of steamers docking at the outer wharf. The company has arrangements whereby they should be promptly advised of the approach of such steamers, and on occasions it is customary to double the usual twenty-minute service.

Mr. Goward further informed your committee that the double track between the city hall and Monks' street will very soon be completed, his company intending to double track Government street opposite the post office as soon as the corporation commence the block paving of that street. As soon as this is done it is proposed to give a regular twelve-minute service with the outer wharf, which he hopes will remedy the grievance complained of.

Several letters were read from insurance companies to whom had been forwarded the resolution passed by the council of the Board of Trade protesting against the proposed amalgamation of the boards of fire underwriters of Vancouver Island and the mainland.

Mr. Robert Ward & Co. concluded their acknowledgment of the proposed change and sincerely hope that the representations you have made to our head office may have the desired effect. We shall doubtless be glad to be advised by the general manager of your company, and receive from him full explanation of his views, which we trust will be in harmony with our mutual desire.

The London & Lancashire Fire Insurance Company wrote under date of Liverpool, 23rd July, saying: "We are not in possession of full information as to the present position, but in studying the matter we have found it gives full weight to the representations which you have transmitted to us."

The Liverpool & London & Globe Insurance Company in acknowledging the communication, advised that they had no correspondence with our Victoria agent, Mr. Hall, in the early part of last year, which resulted in a decision not to support the proposed amalgamation, as he did not consider it necessary or expedient to inform him that we were prepared to oppose the amalgamation even if the majority of the agents are in favor of that course."

The council considered these communications with satisfaction, and discussed details as to the entertainment of the minister of marine, who will be in Victoria on Thursday.

The ticket committee reported satisfactory results. Nearly all the tickets had been taken up, and it was expected that the list would be exhausted by tomorrow. Early application will secure the few remaining.

Several members undertook to contribute towards the decorations of the Princess Victoria, but the contributions will be thankfully received by the secretary or members of the committee.

Some routine business was disposed of and the council adjourned.

DEAFNESS CANNOT BE CURED by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is usually caused by an inflammation of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, deafness is the result, and unless the inflammation is removed, and the tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by Catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circular, free.

F. J. CHENEY & C., Toledo, O. Sold by Druggists, 75c.

Take Hall's Family Pills for constipation.

MARIE NICHOLS.

Noted Violinist to Be Bought to Victoria.

The effort being made to bring the eminent American violinist, Marie Nichols, to Victoria for a concert in the Victoria theatre is likely to prove successful, judging from the support already promised. Miss Nichols, who has been bought to Victoria, and as she will be in Seattle in November next the opportunity of getting her here should not be lost. The necessary guarantee and the cost of securing the theatre and other expenses will amount to about \$350. The subscription list has only been opened a few days at the Victoria theatre, and already more than \$200 has been promised. So there is little doubt but that the plan was successful. The idea originated with the Musical Association, who met Miss Nichols on their recent stay in Montreal and traveled some way with her. The young ladies are very anxious that local musicians should hear Miss Nichols play, and are working hard in the good cause. All those who are willing to assist should add their names to the list of subscribers at the Victoria theatre.

Some notices of Miss Nichols' playing taken from leading journals are printed below:

"The Standard (London, Eng.)—Miss Nichols, a French violinist, executed the performance of her great work and called her again and again.

"Le Matin (Paris, France)—Miss Nichols, the violinist, played the minor concerto of Brahms. She is truly wonderful in her execution. The clearness and liquid quality of the notes she produced were marvelous, and her touch is simply perfect. She plays with life and spirit and at times the strings on the violin seem electric under her fingers."

"Vossische Zeitung (Berlin)—Miss Nichols, the violinist, appeared after the first number and with marvellous flexibility of fingers she executed the minor concerto of Brahms. Her finely chiselled features looked those of the genius which she is."

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THE WINNIPEG FAIR

By Agnes Deans Cameron.

Some idea of the size of the Dominion fair may be gathered from the figures for Citizen's Day. At the turnstiles that one day 29,632 people paid admission; adding to this the thousands of attendants who practically live within the walls will show that nearly 40,000 people were present that record afternoon. Eating and drinking and necessary things being complete Canadian celebration, and this civic holiday crowd ate and drank. More than one vendor of "ice-cream lemonade" sold his last glass of lunch pleasure; the "Island Frankfurt" man was early put out of business, and the ladies of the Hospital Aid tent displayed the laconic slogan, "Eaten Out; Open Tomorrow." The "open tomorrow" in connection with hospital ladies somehow waited a weird operation suggestive of the spring openings of the appendicitis season.

The hundred messenger boys of the Winnipeg Free Press were given a holiday this afternoon, and for one day owned the show. They looped the loop with Diavolo, interviewed Adie's lions, picked the winner in the free-for-all race, got a good view of the six-legged calf when the man wasn't looking, and carried away a load of Santa Claus' seen a light-weight. Get one of these festive youths to one side and ask him what he saw in the Mammals, interviewed Adie's lions, picked the winner in the free-for-all race, got a good view of the six-legged calf when the man wasn't looking, and carried away a load of Santa Claus' seen a light-weight. Get one of these festive youths to one side and ask him what he saw in the Mammals, interviewed Adie's lions, picked the winner in the free-for-all race, got a good view of the six-legged calf when the man wasn't looking, and carried away a load of Santa Claus' seen a light-weight. 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A Complete Stock of Smokeless and Black Gunpowder.

LAWN GRASS

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 PINE TREE LAWN GRASS

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 Tel. 413.

U. S. Cruisers In Esquimalt

Splendid Specimens of American
 Navy Now Visiting This
 Station.

Armoured Cruiser New York and
 Protected Cruiser Marblehead Arrive.

Moving along the strait under easy
 steam the two beautiful American war-
 ships, the first-class armored cruiser
 New York, flying Admiral Goodrich's
 flag, and the protected cruiser Marble-
 head, passed Victoria late yesterday af-
 ternoon on their way to an anchorage in
 Esquimalt harbor. It was a grand spec-
 tacle that was presented by the two
 white ships of Uncle Sam's formidable
 navy, and thousands admired them as
 they swept past, looking so stately and
 graceful in their trim array.

As soon as the New York and the
 Marblehead entered Esquimalt harbor
 their guns boomed a martial salute to
 the British flag, the salute being the regu-
 lation twenty-one guns. The British
 cruiser H. M. S. Grafton replied in a
 similar fashion, and the firing of the
 musical portion of the grim proceed-
 ings now going on at Port Arthur seem-
 ed to have been transferred to the tran-
 quill hand-locked haven that shelters the
 Pacific squadron.

The American warships came to an-
 chor immediately, the New York at H.
 M. S. Flora's buoy, just off the naval
 yard. The Marblehead took up her
 moorings farther in the harbor, down
 where the destroyers usually lie. The
 Grafton lay at her own moorings, near
 the centre of the harbor.

The sight presented by those splendid
 craft was one to delight the artistic eye.
 As the shadows of night fell and the
 twinkling lights flashed from the num-
 erable portholes of the cruisers, while
 the strains of delicious music from the
 New York's magnificent orchestral band
 floated over the velvet darkness of the
 water, and the soft and seductive in-
 describably by the distance, the effect
 was entrancing. Over all the young
 crescent moon shed a pale radiance and
 the stars their faint illumination, all
 blending with the gay lights of the ves-
 sels, which were silhouetted against the
 dark background.

Many Victorians went down to Esqui-
 malt last evening for the express pur-
 pose of witnessing this scene, and they
 will not soon forget it.

Admiral Goodrich, U. S. N., was a
 guest of Commodore Goodrich, R. N.,
 at dinner aboard H. M. S. Grafton, and
 the harbor was busy with rushing steam
 pinnaces passing back and forth be-
 tween the American and British ships
 transferring officers.

The U. S. S. Bennington will not come
 to Esquimalt, but will go to Port An-
 gles for orders, and to coal. The New
 York and Marblehead are also to call
 there on their way out to sea for coal.

The New York when she leaves on
 Thursday morning will proceed on her
 long voyage to her home port, the Brook-
 lyn navy yard, which she is expected to
 reach about the end of the year. She
 will, of course, call in at all the prin-
 cipal ports on the Western American
 seaboard on her way, and also at the
 chief ports of South America on the At-
 lantic side, en route.

This truly magnificent fighting ship is

Will Probably Rush Freight

Destruction of the Vladivostok
 Squadron Raises the Hopes
 of Shippers.

Likely Heavy Cargoes Will Be
 Forwarded at Once To
 Japan.

Local shipping agents are of the op-
 inion that the prompt destruction of the
 Vladivostok squadron by the Japanese
 fleet will immensely relieve the shipping
 tension, so severely felt all over the
 Orient and even locally. Those gentle-
 men think that there will be no further
 difficulty about contraband of war now,
 as Russia, according to the latest re-
 ports, is far from being in a position to
 enforce her objections. It is therefore
 expected that the pent-up traffic with
 the Orient will now go forward by
 every steamer, and each vessel carrying
 as much as she can hold.

In fact, one agent said yesterday
 afternoon, there will certainly be an at-
 tempt to rush goods into Japan, just
 as possible in case of future contingen-
 cies, one of which might be the resump-
 tion by Russia of the offensive on the
 sea, should she be fortunate enough to
 get some of her Baltic boats out to the
 Far East.

At any rate the shippers fear interna-
 tional complications in the Far East
 after the fall of Port Arthur, and are
 going to make assurance double sure by
 getting all the goods across the ocean
 possible without delay.

It is declared that thousands of tons
 of general freight consigned to Japanese
 ports are now stalled at the Sound ports
 and San Francisco, as well as at Port-
 land. A very large quantity of shipping
 trade may be confidently expected from
 this date forward.

ANOTHER PACIFIC LINE.

Allan May Start a New Branch of
 Their Service.

A despatch from Montreal says: The
 Allan Steamship Company according to
 an announcement made by H. A. Allan,
 one of the leading members of the firm,
 has gone thoroughly into the question of
 the feasibility of the establishment of a
 line of steamers on the Pacific from
 Canadian ports to ports of Japan and
 China. The announcement consists of a
 service before the completion of the
 Grand Trunk Pacific railway.

The announcement is of widespread
 importance because the Allan line has
 always been regarded as pre-eminently
 a Canadian line, and, during the
 past fifty years, done more than any
 other company towards the develop-
 ment of the St. Lawrence route.

The Allan Company, he added, had
 consulted with different interests ac-
 quainted with the possibilities for in-
 creased trade between Canada and the
 Orient, and he was satisfied that they
 were more than sufficient to justify the
 inauguration of a fleet.

It is proposed to build up the supplies
 for the British Columbia section of the
 Grand Trunk Pacific will be brought
 from England around Cape Horn, and
 the ships utilized in the trans-Pacific
 trade until new vessels are built.

TREMONT RAMMED.

Steamer Ramona Dents Some of the
 Big Ship's Plates.

A despatch from Port Townsend yester-
 day said: The steamship Tremont at
 anchor in the bay here, was run into
 during the night by the steamer Ramo-
 na.

Capt. Garlick of the Tremont, gave
 the following account of the accident:
 "The collision occurred at 2:05 o'clock
 this morning. The fog was very dense,
 and we were drifting, not having turned
 the screw for some time. We were off
 Marrowstone point, and four steamers
 were whistling in the neighborhood.
 The Whatcom had just passed us when
 the Ramona poked her nose through the
 fog and struck us about sixty feet ab-
 afloat of the bow. She bounded off and
 disappeared."

The Ramona belongs to the Pacific
 Coast Company and was bound for Se-
 ATTLE from Vancouver. The Tremont is
 an outward bound. She proceeded up the
 bay, and is anchored here awaiting the
 arrival of underwriters. Several plates
 are badly dented, but the exact damage
 has not been determined. Captain Gar-
 lison, pilot, was on the bridge with
 Captain Garlick.

ALL-AMERICAN CABLE.

Alaska and United States to Be Con-
 nected by Wire.

The Tacoma Ledger said Sunday:
 The United States cableship Burnside
 arrived in Tacoma yesterday to take on
 cable which she needs to complete tele-
 graphic connection between Sitka and
 Puget Sound by submarine wire. The
 southern end of the cable is now
 anchored about twenty miles off Cape
 Cook, about 150 miles from the entrance
 of the Sound, and it will be necessary to
 pick this up on the return trip. The
 splice the cable taken from here, after
 which it will again be spliced to the
 short cable from Seattle, anchored there,
 and the circuit will be complete. The
 balance of the cable is being laid out
 of the warehouse into the Burnside's
 tanks, and it will take a week to load
 it.

When this job is finished, more than
 600 miles of cable will have been laid
 by the Burnside, connecting Skagway,
 Juneau, Sitka and Seattle. There will
 still remain about 550 miles to be laid
 between Sitka and Valdez. With the
 wireless system now working from
 Nome to Valdez, the far northern mining
 camp will be in a fine control system
 with the United States as well as the smaller
 places along the route.

The line will be all-American from
 Nome to Puget Sound. The Burnside
 cuts out the cable at the rate of seven
 and one-half miles per hour, an ex-
 ceedingly fast gait for a vessel of her di-
 mensions. Colonel James Allen, of the Sig-
 nal service, is in command of the quar-
 termaster's department, having charge
 of the cable work, and Captain C. E.
 Heinrich is commanding the Burnside in
 the absence of Captain Laffin.

In speaking of the trip, Colonel Allen
 said that the ship had experienced the
 worst kind of weather since leaving Ta-
 coma some two weeks ago. He expected
 to be able to complete the line by Sep-
 tember 1st, and hopes to finish the Val-
 dez section this fall. After this work is
 done the Burnside has a lot of odd jobs
 of cable laying to do, one of which is
 the installation of a fire control system
 for Forts Casey, Flagler and Worden,
 at the entrance to the Sound. The sys-
 tem is designed to direct the aiming of
 artillery from the three forts on a ship
 at the range has been worked out. The
 conductor wire will be used in
 making the connections.

QUITO TO RUN BLOCKADE.

Portland shippers will be provided
 with a steamer to carry their flour to
 Japan. The blockade runner will be
 chartered by the Portland & Asiatic
 Company and is expected to be in Port-
 land to begin loading the latter part
 of this week. The name of the ves-
 sel has not yet been announced, as ne-
 gotiations have been under way for
 several owners. But the steamer chosen
 will probably be the Onto. Exporters
 were today asked by General Manager
 Scherwin to send no more flour ship-
 ments to Puget sound as he intends to
 take care of their freight.

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With Immediate Possession,
 THE COMMODIOUS STORE

Situate on Yates Street (near Government), opposite the Bank of British
 North America, lately occupied by Russell's Barber Shop; and also the
 smaller store adjoining.

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 STRUCTURAL IRON WORK, BRIDGES, WATER WORKS SUPPLIES.

Address, Box 744, Vancouver, B. C.

CALCHAS SENT TO SAGHALIAN.

Alfred Holt & Co., owners of the
 British steamer Calchas, which was
 bound for a Japanese port from Ta-
 coma, and which was seized by the
 Vladivostok squadron August 8 thirty
 miles north of Tokyo bay, have received
 a cablegram from Yokohama an-
 nouncing that the steamer has been sent
 to the island of Saghalian under ar-
 rest.

DENIES REPORTS.

Steamer Tremont Takes No Cargo For
 Ports of Belligerents.

In spite of the reports that the Tre-
 mont loaded big quantities of contra-
 band flour for Japanese ports, the
 Vancouver, traffic agent for the Boston
 Steamship Company, has denied the re-
 ports that the ship was taking any cargo
 not destined for neutral ports. He is
 authority for the statement that 25,000
 tons of freight have been refused by
 the Tremont for transportation to Ja-
 pan and that all other vessels flying the
 company's flag will decline to carry
 foodstuffs or supplies which would be
 declared contraband of war by the Rus-
 sian government.

THE ISLANDER.

Alaska Paper Discredits Story of Finding
 of Steamer.

Reports sent out by some of the news-
 paper correspondents concerning the
 progress being made in searching for the
 steamer, which was reported by the Skagway
 News, which, correcting a statement as
 to the date of the disaster, says the Is-
 lander left Skagway on her fateful trip about
 1 o'clock in the evening of August 14, 1901,
 and it was early the next morning that
 the disaster took place.

"Chief Engineer Brownlee, of the Prin-
 cess Mary was the chief in the engine room
 of the Islander at the time of her last
 plunge to the bottom. He is generally
 regarded as the best authority on the last
 moments of the faithful old flyer. He
 gave ample evidence of his coolness dur-
 ing the moments after the death wound
 had been received before the ship went
 to her berth at the bottom of the canal
 on the coast of Douglas Island.

"Mr. Brownlee came on the deck after
 the ship's prow was under water, and he
 worked as the deck was becoming
 more and more submerged. He realized
 that the end of the craft was fast ap-
 proaching and that to jump overboard
 would be only to move, then he let go
 by the suction as she was filling. He
 took a firm grip on the railing and held
 fast until the boat struck bottom and the
 water came in. The water caused
 Mr. Brownlee's watch to stop at
 1:45 o'clock on the morning of August 15,
 the exact time that he had the exact time
 the awful tragedy that ended the career
 of the Islander.

"J. E. Tharo, of the Pacific Coast Steam-
 ship Company, who was recently in the
 North, gave an interesting account of his
 arrival at Seattle, wherein he expressed him-
 self as sceptical that the wreck has been lo-
 cated at all."

However, the officials of the Neptune
 Salvage Company, who have their wreck-
 ing apparatus anchored off the west coast
 of Douglas Island, announce that they have
 located the wreck and that they have
 little difficulty in removing articles from
 the ship.

AMERICAN MARINE.

The San Francisco Commercial News
 says:
 With such extended reports of the sit-
 ting of the merchant marine committee,
 as are published in this issue, comment
 is hardly necessary, nor was it needed
 to have the commission come to this coast
 to know that Republican sentiment is
 overwhelmingly against any measure that
 will conflict with our beloved tariff. That
 the Philippines—as much a portion of our
 common country as were the territories
 known as the Louisiana Purchase, before
 they became states—should be debarred
 from the constitutional privilege of free
 commerce with the balance of the United
 States, shows how far the constitution
 can be stretched in favor of protection.
 But not one opportunity will be given to
 get the thin edge of the wedge of "fair
 trade" or free trade into the tariff. There-
 fore, the able arguments before the com-
 mission in favor of free ships, or permit-
 ting the purchase of ships, exclusively for
 the foreign trade, may be considered
 as efforts wasted on the commission. That
 fact was self-evident in the reception of
 the suggestions by the commission yester-
 day.

JOIN THE STRIKERS.

New York, Aug. 15.—Between 600
 and 800 men employed by the Geo. A.
 Fuller Construction Company today
 joined the striking building trades
 workers. The union, which is the
 official marble workers, stone cutters,
 marble workers and mosaic workers.

Going for Chamberlain's Colic,
 Cholera and Diarrhoea
 Remedy.

Don't put yourself in this man's place,
 but keep a bottle of this remedy in your
 home. There is nothing so good for
 Colic, Cholera, Morbus, Dysentery and
 Diarrhoea. It is equally valuable for
 Summer Complaint, and Cholera Infantum
 and has saved the lives of more
 children than any other medicine in use.
 When reduced with water and sweet-
 ened it is pleasant to take.

You, or some one of your family, are
 sure to need this remedy sooner or later
 than you think you will need it. Why
 not buy it now and be prepared for such
 an emergency? Price, 25 cents.

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 Plate and Metal Polish. Campers will find it indis-
 pensable.

SEE YOUR MILKMAN USES NASCO

It cleanses and disinfects Milk Cans. Use it for the
 Milk receptacle in your homes, you will find your
 Milk will keep sweet longer. For quantity, see direc-
 tions. The gallon tins hold five times as much as the
 25c tin. Order it from your Grocer.

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 58 Conway, T. D.-Residence Station
 47 C. P. E. Telegraph First Avenue
 63 Europe Hotel-G. Glachere First Avenue
 48 E. & N. Railway Station First Avenue
 61 Happy Home Hotel-G. B. Dyer First Avenue
 28 Hawes, Fred-Residence First Avenue
 70 Helms & Wainwright-Butchers First Avenue
 31 Island Home Hotel-Bates & Knight First Avenue
 66 Johnson, David-Express First Avenue
 55 Kiddle, Thomas-Residence Kitchener Street
 14 Kings Hotel-W. Joseph Fourth Avenue
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 71 Leigh, J. M.-Teamster First Avenue
 49 Leiser, Simon, & Co., Ltd.-Merchants Gattace Street
 67 Morrison, W. E.-General Store First Avenue
 22 Nicholson, D.-Residence Gattace Street
 44 Pannell & Plinkett-Butchers First Avenue
 56 Portland Hotel-Angelo Tate First Avenue
 57 Pretoria Hotel-John Thia First Avenue
 4 Simpson, W. R.-Residence First Avenue
 15 Smith, J. M.-Residence First Avenue
 60 Southin, W. W.-Residence Roberts Street
 54 Tree Smelter First Avenue
 69 Union Brewery First Avenue
 18 Wasson, Dr. H. J.-Office and Residence First Avenue
 61 Watson, W. J.-Residence First Avenue
 Wellington Colliery Company:
 45 General Office First Avenue
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 sizes; Fruit Presses at 40c.; Earthen Funnels for filling fruit jars, 10c.;
 Mason Jars; Crown Jars; Half Pint Jelly Glasses; Best Red Rubber
 Rings, 25c. dozen; Black Rubber Rings, 10c. dozen; Bakers' Baskets;
 Butcher Baskets; Bird Cages—all kinds.

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Safest and most
 Gentle Medicine for
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 Delicate Females,
 and the
 Sickness of Pregnancy.



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 for Me."

"Tell you what, there's
 nothing like Lime Juice when
 you're sizzling. A tail cold one
 of"

**Sovereign
 Lime Juice**

with the ice tinkling against
 the glass, and a straw to make
 it last long, is the finest thirst-
 quencher I ever tasted.
 Just try it once, and see
 if you don't agree with
 me."

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 minal Railway, at 7 a.m. daily.



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 It makes child's play of work.

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We have used "Sunlight Soap," and we want to tell you that
 it is the best soap made, that's why we are writing. We found out
 that the Sunlight way is the best way to wash with "Sunlight Soap."
 At first we used to wash with Sunlight Soap in the old way as we
 did with common soap, but after we washed according to directions
 printed on the package, we would never wash the old way again. We
 first soap the articles, leave them to soak and then rub out lightly on the
 wash board. Not much to do and it makes the clothes white as snow.

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Sunlight Soap washes the clothes white and won't injure the hands.

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